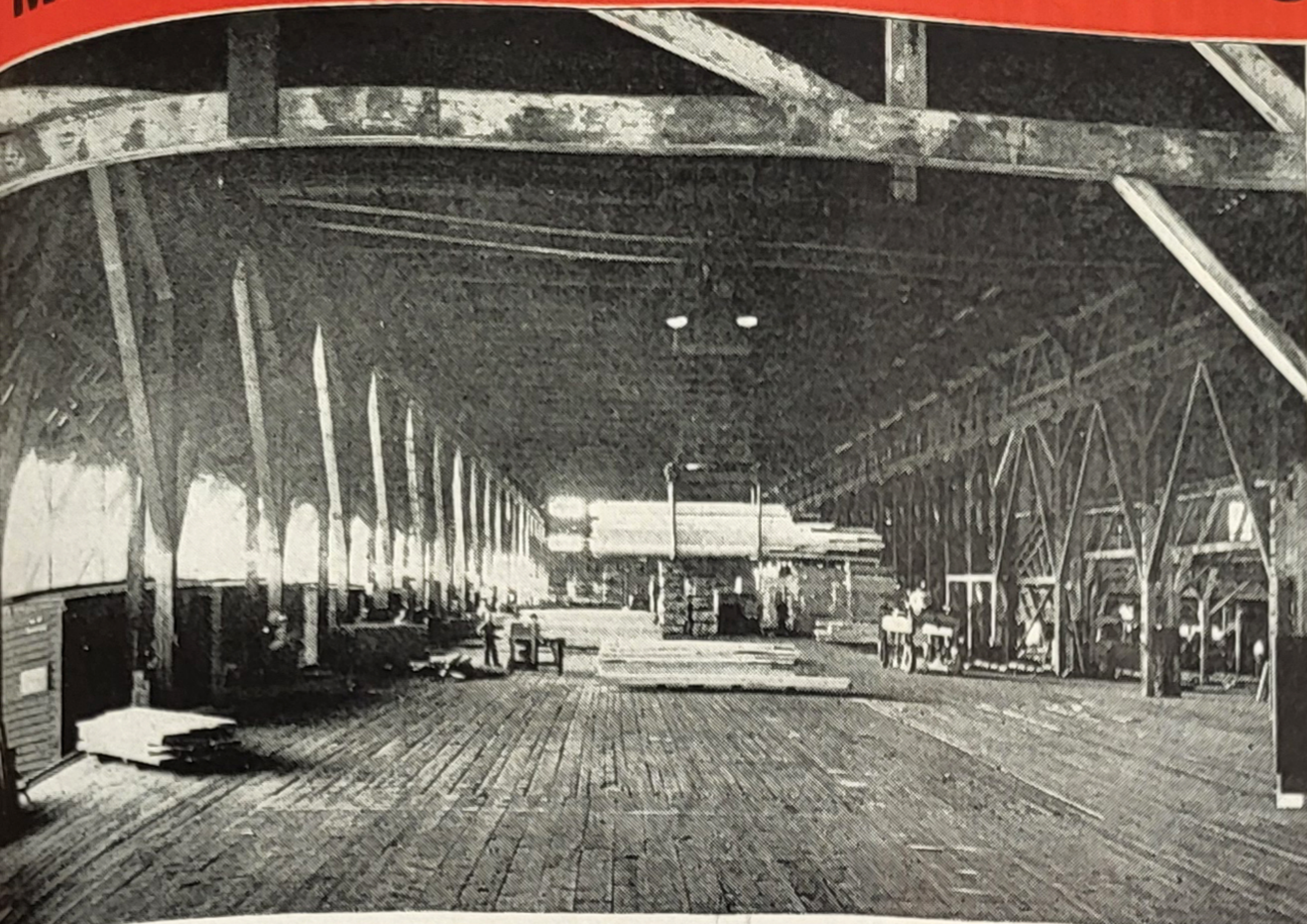
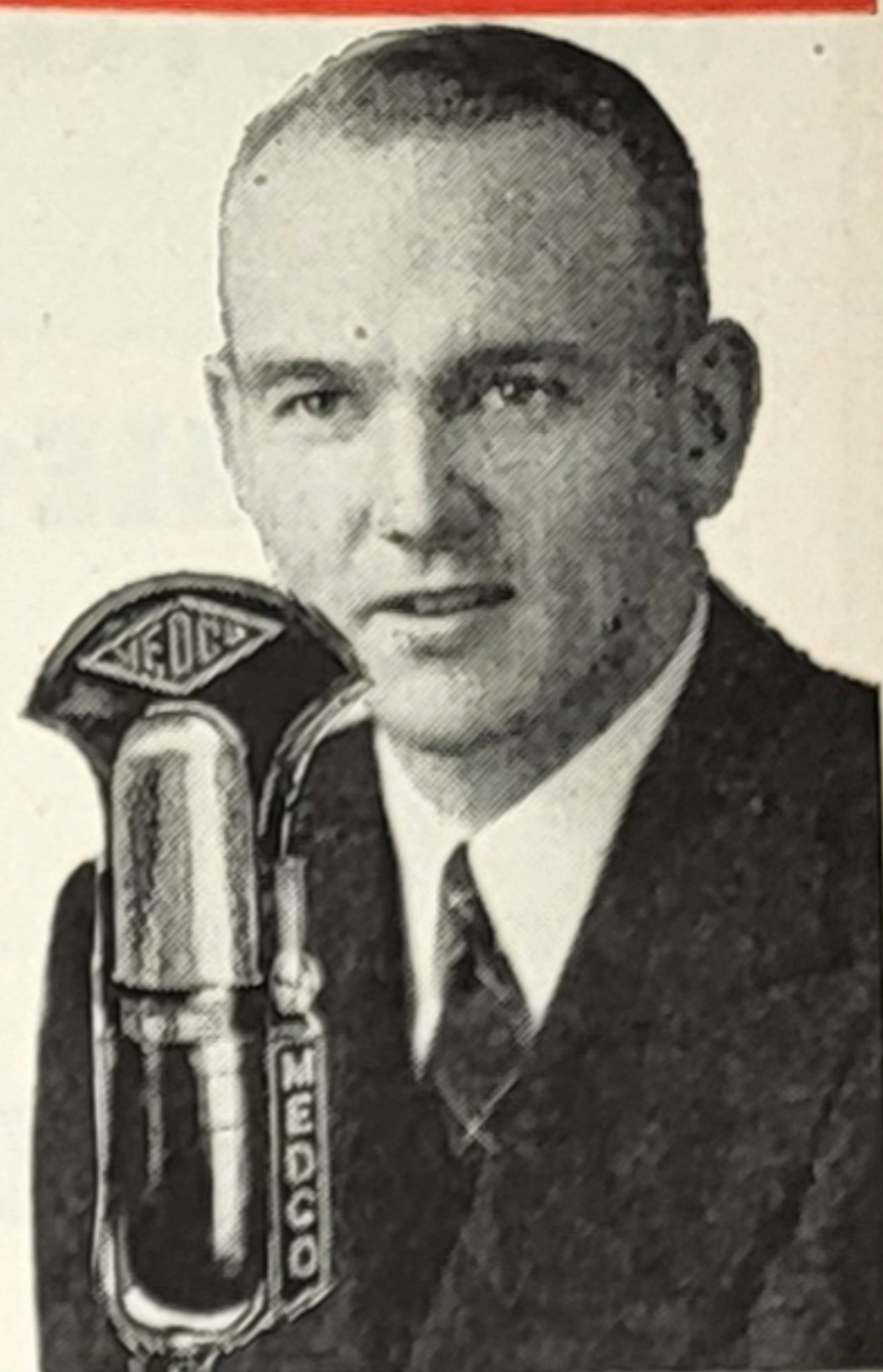


# MEDFORD CORPORATION'S Shipping Facilities



The Crane shed end of our 20 car covered loading dock.



**Chapter No. 11  
in the Serial Story  
of  
MEDFORD**

Hello Everybody! This is Ed Andren in charge of shipping at the Medford Corporation speaking to you from MEDCO'S 20 car capacity under-roof shipping dock.

Let's move over closer to the loading crew and find out just how these boys load a car.

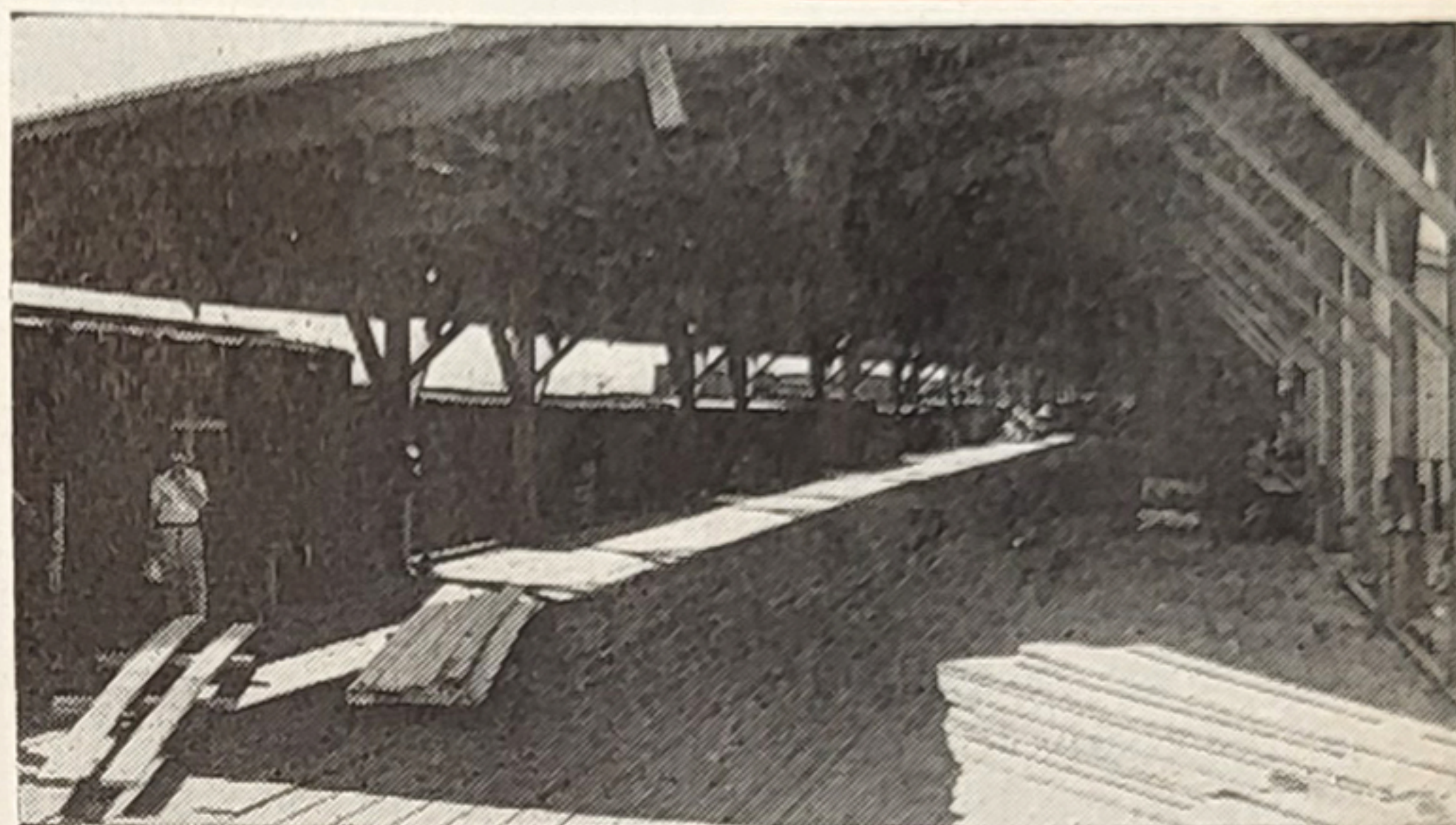
First of all, the car that this three man crew is loading was swept clean and inspected by the railroad before being spotted for loading. Stickers are placed in the car for protection from the floor and in such a manner as to tend to keep the load from shifting.

All lumber is loaded into the car from one side only. When stock is more easily unloaded from a certain side, a car card is placed on the outside of the door to show from which side the car should be unloaded. Each item is loaded in separately, as a unit, as far as possible, and the whole tightly fitted in the car to ride well and prevent damage in transit.

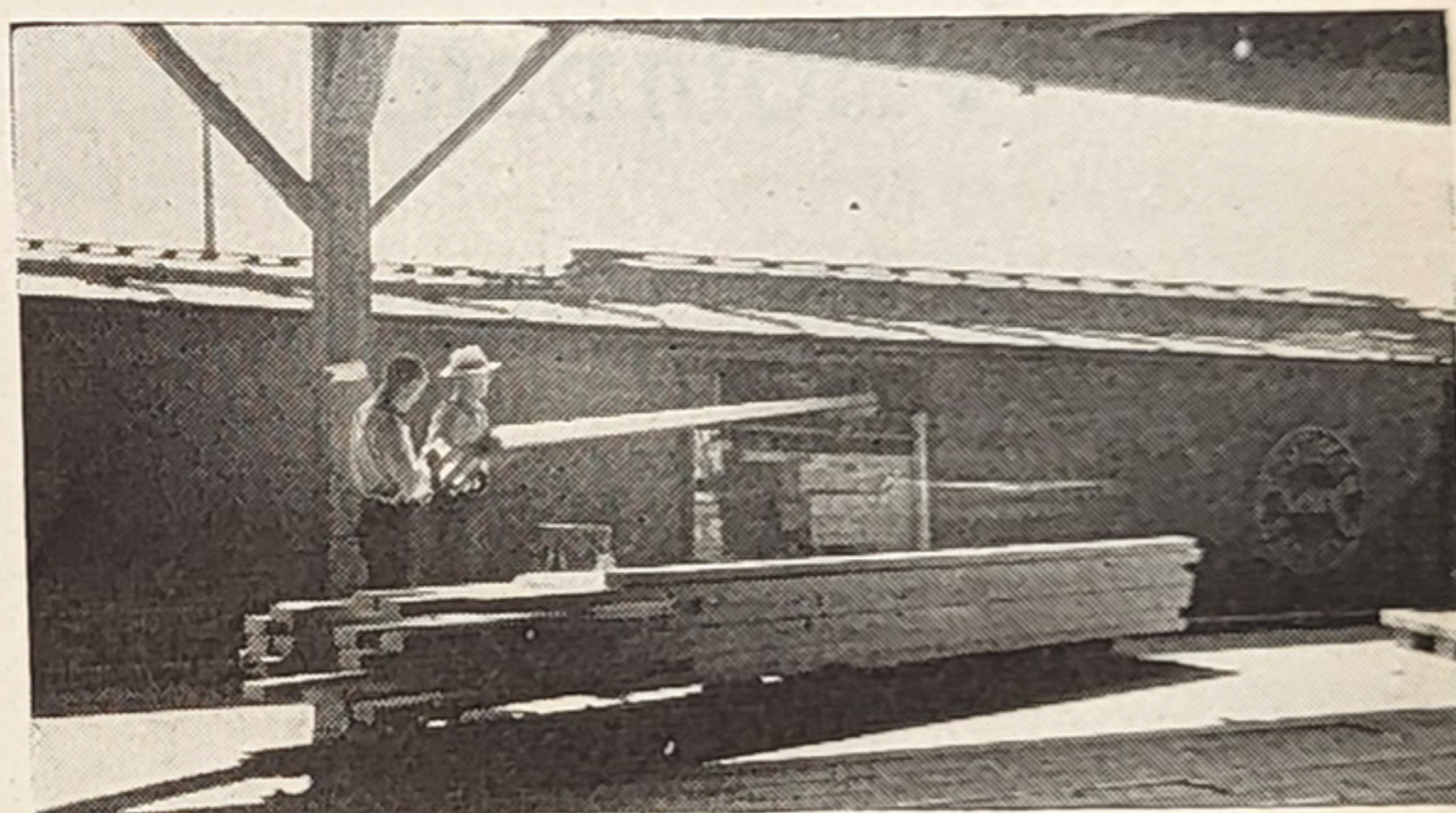
However, we strive constantly to load our cars in such a way that no damage in transit will occur.

Our grader-tally men are trained for accuracy and efficiency to conform with our Company policy of maintaining high standards of workmanship. Their work is regularly checked and inspected by Western Pine Association and West Coast Bureau of Lumber Grades Inspectors. Although the lumber is carefully graded by competent men at the Green chain, Dry kiln dry chain, and Planer Chain, as it is loaded into the cars, it is carefully tallied and again regraded and trade and grade marked to insure compliance with standard grading rules. A carbon copy of the original tally of the stock loaded is placed in the car. If stock is of high quality and milled and needs extra protection from cinders, dirt, etc., it is covered with heavy paper or the doors are sealed or both, depending upon the distance to destination.

And now—about the next broadcast—on August 31. Our Chief Engineer, Hans Holt, will be at the microphone next with a description of the Power requirements necessary "to turn the wheels" of this large plant.



Looking down the long MEDCO shipping dock that extends through the Crane shed shown in picture above.



Car loading at MEDCO showing grader-tally man carefully checking each piece into the car.

## MEDFORD CORPORATION

### MEDFORD, OREGON

**Douglas Fir-- Sugar Pine--Ponderosa Pine  
White Fir**



**Annual Capacity 85 Million Feet**

Members of West Coast Lumbermen's Assn., West Coast Bureau of Lumber Grades & Inspection, Western Pine Assn.